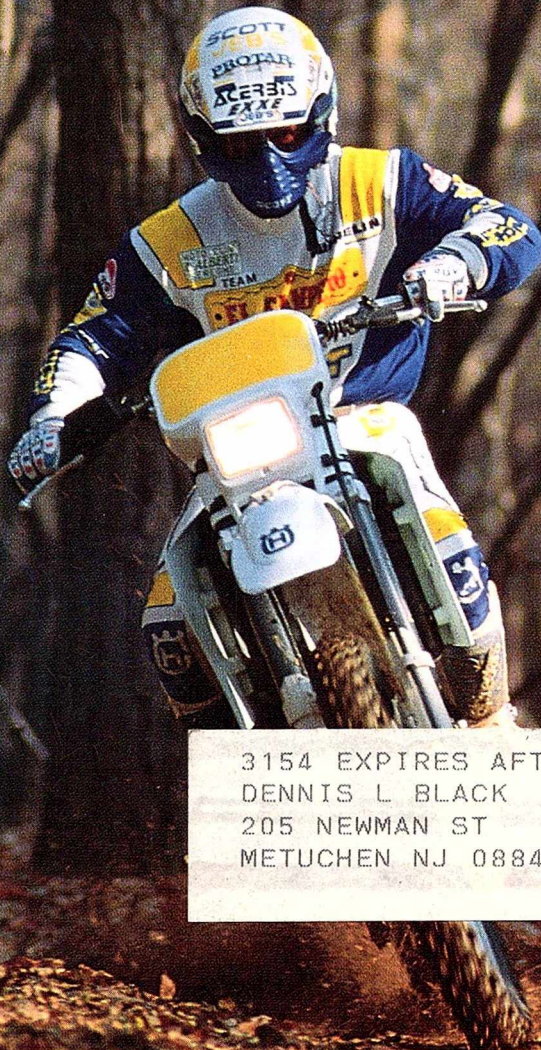


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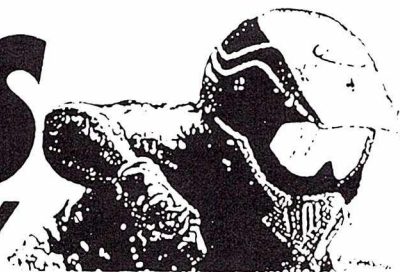
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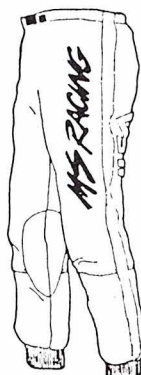
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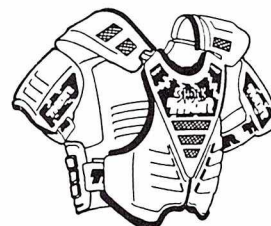
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February 1991
Volume 21 Number 2

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On the cover: Italian enduro champion Stefano Passeri tries to keep the Husky 260WXE hooked up on a slick Italian trail. We rode all the Huskys and had a tremendous time over there, and can't wait for the chance to do it again! Photo by Tino Martino/Cagiva Corse S.r.l.



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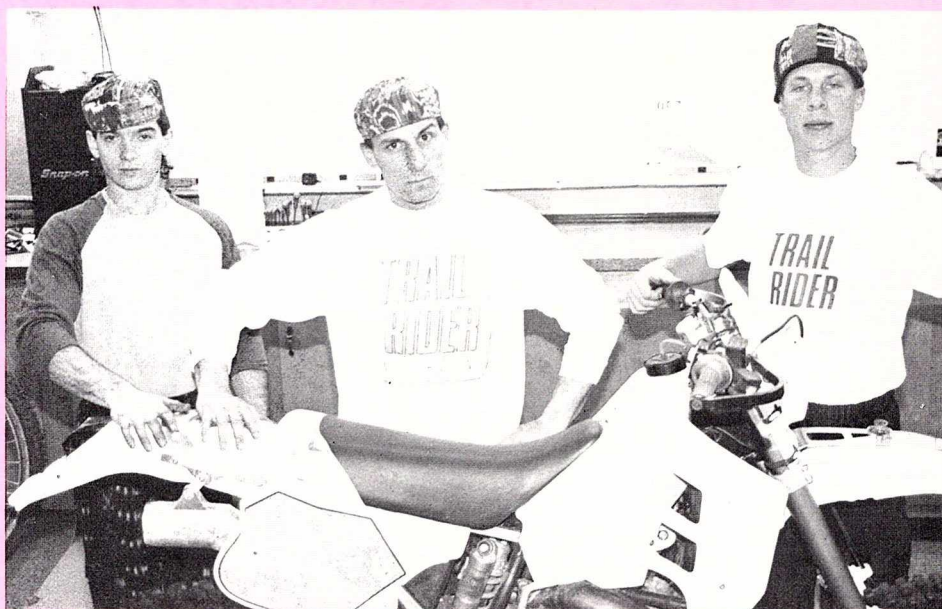
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Warning: Off-road motorcycling is a hazardous sport, and you should treat it that way if you want to survive to enjoy an arthritic old age like the rest of us. Wear plenty of protective gear, including a helmet, good riding boots, gloves, elbow guards, shoulder pads and everything else you can wrap around yourself. Otherwise you might wind up like our good friend Tommy "Big Blackwater Head" Norton and carry around a photo album of all the broken bone x-rays you've collected over the years. He sure goes fast, though....

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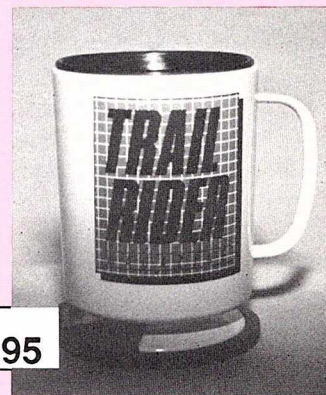
Dress yourself up, down, or dress someone else with our new line of t-shirts and sweatshirts, each boldly emblazoned with the '91 Trail Rider logo! Kevin's white t-shirt (right) is a 100% cotton Anvil brand printed in day-glo orange, yellow and purple (\$8.95). Tommy Norton's 3/4-sleeve baseball shirt is 50/50 cotton/poly, low-budget and funky but extremely comfortable, printed in yellow, purple and white puff ink (\$6.95). The TR sweatshirt modeled by Mr. Bernardo is a heavy-duty white 50/50, long sleeved and warm, printed in rose, teal, grey and black puff ink (\$22.95). Note limited sizes available on each style.



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IT'S MASTERCARD, NOT MAIL ORDER

By Paul Clipper

Being in the business, I have a lot of contact with industry people. I talk to distributors, manufacturers, and dealers every day; and from them I can get a really good idea of what the business is like. It's a really interesting contrast, reading what we read in the trade magazines and business publications, and then talking to the people who sell the stuff and getting the real story.

For example, for the past few years or so, there's been lots of talk about the motorcycle industry hurting bad. Nobody's buying anything, business is off fifty percent, which is fifty percent less than what it was two years ago, and on and on. At the same time all this talk is going on, I'm on the phone to distributors who can't keep anything on the shelves, and to accessory manufacturers who can't make things fast enough. Something's wrong here; so I call up a couple of dealers I know well and ask them what's going down.

"Oh, new bike sales are dead. I can't move anything here unless I give it away!" What about parts? No, they're selling parts by the crate, but they can't make any money on parts. How about accessories? Accessory sale are good, but they'd be a lot better "without that damn mail order!"

Used bikes are also selling like trombones after a Sousa festival, but we'll get back to that in a minute. The issue here, as it turns out, is mail order. Nothing sticks in a local dealer's craw quite as thoroughly as the concept of mail order. Here's a guy without a store front and all the attendant expenses—he's got no overhead, or so they say—and he can afford to "practically give away" the accessories he sells.

Well, there's a number of misconceptions there. First is the price issue. Study all the mail order ads, figure in all the shipping charges and any other extras there may be, get a *total* price and then talk to some dealers. Chances are the prices will be very close—usually within a couple of dollars—to what you'll pay locally. Sometimes you can avoid local sales tax through mail order, depending on what states you're dealing with. Generally, though, the prices are usually surprisingly close.

It doesn't make any difference what the product is, either. I do a lot of computer work, and I needed a piece of specialized software in a hurry, so I went down to my local software "supermarket." I expected to pay a premium over mail order prices—and I usually mail order computer parts—but I was pleasantly surprised to find out that this store's normal price was within a dollar of what the popular mail order price was. The



(Photo by Tracy Smith)

people were nice and friendly as well, and I was glad to have gone there.

So will I go back again? Maybe, but it's more likely that the next time I need something, I'll pick up the phone and mail order it, and I'll tell you why: because I don't have the time to shop.

I don't have the time to call around and see who has the items I want in stock—in the size, color, style, format, program, material or formula I may require—and I don't want to be bothered with looking. So, late at night, when I'm relaxing, I'll look through a magazine or a catalog, find somebody who has it, call on their 24-hour order line, give them a credit card number, and then go to bed. By the end of the week I have what I want and I never had to leave the house.

I don't think my shopping habits are unusual, either. None of us have an excess of time these days. We work long hours, and when we finally get done with work we want to play long hours as well. We don't have time to shop, we don't have any desire to do menial chores. So we get out a credit card and do it on the phone.

And there's no "chicken or egg" question here on what came first. There's always been mail order outlets; Sears, Roebucks is one that comes to mind readily. But it was never a simple thing to buy mail order—checks take three weeks to clear, where do you get a money order?—until Mastercard reared its significant head.

That Mastercard or Visa has opened up many new doors for all of us. All you need is a telephone and a credit card and you can literally get

anything you want. You don't have to leave the house, you don't have to wait until business hours. And don't think this doesn't appeal to all of us workaholics out here. Fifteen years ago, when I was living in New Hampshire, my buddy and I used to amuse ourselves on a Friday night by driving all the way to Freeport, Maine, and go to L.L. Bean's in the middle of the night. Bean's has a store there, and its claim to fame at the time was its 24-hour, 365-day opening policy.

Bean's did a good business, but it didn't really mushroom until the credit card came along. I read in *Time* magazine recently where L.L. Bean did \$600 million in net sales in 1989, and most of it through the 116 million catalogs that were mailed out. When you start looking at the numbers all these catalog outlets are generating (the same *Time* magazine gave Land's End a net of \$545 million), you start to realize that the business woes at the local mall are not because people aren't spending money, it's because they're spending money somewhere else.

So what does it all mean to us in the sport? It means that mail order, in one form or the other, is here to stay, as long as we can conveniently exploit it. For the shop owner, it means re-focusing his business to capitalize on everything he *can* sell easily. Having no time to shop also means have little time to do your own service work—some dealers tell me that service work is on the increase. It makes sense—if you can just barely squeeze in a half-day of riding every other Sunday, are you going to be all that interested in servicing your forks, or doing a top end job? Take it to your dealer.

Dealers should also devote more inventory to hard parts. You might be able to order riding gear or plastic parts through the mail, but it's a little more difficult to find outlets selling clutch springs or main bearings. It's so much easier to be able to go down to your dealer with the old part in your hand and plunk it on the counter. This is the only way to make sure you're getting the correct part, and you know from reading years of Super Hunky's columns that any time you don't do this you're practically guaranteeing that you get the wrong replacement part!

Finally, you're only going to find a used bike at a local dealership. There are a number of shops that will sell you a whole new bike through the mail, but I dare you to find me one place that mail orders used bikes! Or takes trade-ins through the mail. Only by going around to your local shops, and haggling with your trade-in, can you deal in the glorious used-machine market, without which this sport would be a mere shell of what it is now. Mastercard may be skimming some of the surface of our sport, but it'll never get to the soul of it!



MISSING ISSUES

Did you receive a copy of your December issue in the mail? If so, consider yourself lucky. We send ourselves a copy in the mail, too, just to see what delivery time is like, and we have yet to receive it. Let's see, that's us, and about...oh, maybe 500 of you that didn't get it?

An inordinate number of subscribers missed the December issue, and we've finally tracked down the reason. Believe it or not, the automatic machinery at the mailing house that affixes the labels was using a bad batch of glue. The labels were simply falling off in the mail! Hey—just for fun, if you have a December issue, go get it and see what kind of force it takes to remove the label. One reader had his fall off when he shook the mag hard.

Okay. Well, the bad news is we've run short of Decembers (we don't have a copy of our own), and we can't give you one to replace the one you missed. But, if you send us a postcard, a letter, or call us, we'll bump your subscription up a month to make up for it. Obviously, this is the honor system, but we'll honor all requests. Sorry about that; we'll be using some better glue from now on.



BREAKING GROUND

During all these times of tight money and poor economy, it's a real boost to see somebody looking ahead and planning on a strong future. Mount Holly Yamaha/Honda, an admittedly small (in physical size) motorcycle shop near here has spent the fall and early winner breaking ground

for a new building. They're moving out of a place that can't be much bigger than 4000 square feet, and actually building a 12,000 square-foot retail store/shop that will definitely be one of the most attractive and imposing structures in their area. "This expansion will make us the largest dealership in South Jersey, and one of the largest being built in the country," said owner/manager Steve Hyde.

Everybody says the economy is terrible these days, but there's still tons of us riding. People like Hyde apparently see this, and are willing to bank on it still being around in the future. Where there's riding, there's hope, as we are wont to say these days, and we wish Steve and his new building all the best.

NATIONAL CHAMPIONS

Everyone knows who won the National Enduro Championship, right? But who are the class champions? Well, we've got a list of them, right here.

A200: Norm Pope; A250: Steve Hatch; A Open: Ron Whipple; A Veteran: Woody Bramlett; A Senior: Gary Doerr; B Senior: Ernie Mellor; Super Senior: Dave Fitzgerald; Four Stroke: Dwight Rudder; Women: M. Elaine Nobles.

All of these riders traveled long distances and rode a lot of hard miles to win their class, and they deserve a big "congratulations!" Good luck this year!

SHORT SEASON

Speaking of national enduros, the schedule has been released for 1991, and, at nine events, it is considerably shorter than most of us would like. What's the problem? Well, clubs probably don't

NETRA FINAL STANDINGS

Junior Enduro	3. Max Parkes	2. Dave Gunn
Mini Class	Senior	3. Michael Pydych
Paul Rose	1. Bill Johnson	Open
Grand Champion	2. Al Zitta	1. Fred Towslee
1. John Cahill	3. Don Burnett	2. John McMahon
2. Matt Simon	Four Stroke	3. Brian Maranda
3. Tim Cahill	1. Bob Dana	Senior
Junior Class	2. Jim Mitchell	1. Alan Desrosires
Phil O'Brien	3. Bob Ellis	2. Bill Dakai
Grand Champion	Women	3. Dennis Williams
1. Daniel Plourde	1. Diane Pavoni	Veteran
2. Will Doherty	2. Michelle Lau	1. Guy Hill
3. John Allen	C Class	2. Steve Bobetsky
Senior Enduro	1. John Hacia	3. Roger Billharz
Russ Stearns	2. David Coutts	Four Stroke
Grand Champion	3. Kenneth Davis	1. Chris Crispin
Bantam	4. Mark Bailey	2. John Campetti
1. Dave Burnett	5. Richard Collins	3. John Clark
2. Pat Royer	Hare Scrambles	Junior
3. Tim Jonelis	Tommy Norton	1. P.J. Peculis
Lightweight	Grand Champion	2. Will Doherty
1. Kemp Stewart	125cc	3. Daniel Plourde
2. Kerry Clark	1. Jack Hazelwood	Mini
3. Bob White	2. Lee Pelletier	1. John Cahill
Heavyweight	3. Herbert Murdough	2. Matt Simon
1. Ron Stavenes	200cc	3. Paul Rose
2. Glen Bauer	1. Steve Wall	C Class
3. Steve Ribbe	2. Brian Tucker	1. Doug Pitts
Veteran	3. Dennis Byrnes	2. Chad Sutliff
1. James Satryb	250cc	3. Russell Bain
2. Tom Vella	1. Paul Milliken	4. Ed Vickers
		5. Darren Griswold

put on a national hare scrambles. It looked like we wouldn't have an eastern national enduro, but then the AMA approached the Delaware Enduro Riders about it, and DER agreed to put one on this year (October 27). They'll do an excellent job, as usual, we're sure!

DAYTONA IS HERE

When is Daytona Bike Week? March first through the tenth. The location is Daytona Beach, Florida, and if you need anything more specific than that, you've never been there before. Happening this year, the 50th Anniversary of Bike Week, will be the American Motorcycle Auction, on the 4th and 5th; short track racing, March 6 through 9; Camel Pro National dirt track on March 9th; Alligator Enduro on the 7th; and road racing all week. The World's Largest Motorcycle Swap Meet will also be going on from the 7th through the 10th. Daytona Beach officials expect to see 400,000 motorcyclists in town this time, so plan early if you want a place to sleep. The Daytona Visitor's Bureau is at (800)854-1234.

NEW CLASSES

New rules were passed at the recent NETRA sanction meeting, some that should be interesting and significant for a lot of riders. We haven't gotten them all so far, but most interesting among them is the new class changes. Instead of having a combined A & B Senior, Vet and

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(609)893-7294

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Pennsylvania Trail Riders Association

(PATRA)
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American Motorcyclist Assn.
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Westerville, OH 43081-6114

(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series
(315)682-8017

District 4 Enduro Comm. (NY)
568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association
P.O. Box 554
Lebanon, PA 17042
(717)272-6896

Four-Stroke classes this year in the hare scrambles series, they will be broken up into A Senior, A Vet, A Four-Stroke; and B Senior, B Vet, and B Four Stroke. This should ease up a few class crunches, and give guys a better chance of winning a trophy.

In the enduro series, the combined A & B Four Stroke class has been changed to A Four Stroke and B Four Stroke. There will be no C Class Championship in either the hare scrambles or enduros this year. Also of huge interest to the enduro riders: the rules have been changed to allow the AMA limit for gas stops in enduros; that limit is 50 miles this year, so it is conceivable that the gas stops in some of the enduros could be 50 miles apart (NETRA minimum mileage for an enduro is 50 miles as well). However, if the gas stops are going to be stretched so far apart, NETRA rules call for a gas available somewhere between the gas stops. More rules next month.

SWEDISH NEWS?

As we write this, a fax is crawling out of the machine, from none other than Incas Rally friend and honorary easterner Olle Ohlsson. Olle hails from Sweden, and he says that the Gotland Grand National (enduro? cross country?) happened on November 4, and Dick Wicksell won it, on a KTM 250. They had 1800 riders apply, accepted 1500 of them, and started 90 riders at a time in three different rows. Sounds like a popular race!

In other news, the Novemberkasan happened again this year; last year Kevin Hines was there, this year, no. Olle says Sven Erik Jonsson won it on a Husky 260, and Hakan Lundberg was second, also on a Husky 260. Novemberkasan starts at night, runs four laps of a long, long course in the dark, and then one more lap in the morning. They use studded tires, and the temperature was 17 degrees above zero. Thank you, Olle, for the late-breaking international news.

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6/6W. Greenwich, RI(401)397-3076
6/30Ketchum, ID(208)726-7454
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SUMMERS WINS DUAL CHAMPIONSHIP

Scott Summers, the fastest Honda XR600 pilot in the world, reached his goal last season. He started out 1990 wanting to win the AMA National Hare Scrambles Championship in the worst way, and he started out on the right foot. From the beginning, he ran neck and neck with series champ Scott Plessinger (KTM), until Plessinger was injured towards the middle of the season. The two were running so far out front that Summers, keeping the pace he'd been running so far, pretty easily walked away with the win.

Along the way, he also contested the Grand National Cross Country Championships, a mid-Atlantic states championship series promoted by Dave Coombs and family, of which the Blackwater 100 is the most notable event. Summers finished just as high up in the GNCC, battling Ed Lojak, series champion, and beating him more often than not.

There are plenty of four-stroke riders in the hare scrambles series, as all you hare scramblers know, but there's nothing like hearing Summers coming into the barrels. The sound of that barely-muffled, wide-open XR ripping through the last straights coming into the finish has probably brought religion to more than one rider last season. It's a sound few forget, like an unseen train flying by when you're hiking on the tracks; or the F-14 running wide-open over the airfield. It was an impressive win, and a season of impressive rides. Congratulations, Scott!

CLUB LEADERS HELPING OUT

The SVIA (Specialty Vehicle Institute of America) noted in their newsletter this month that club members from a variety of mid-Atlantic clubs got a big opportunity to help the cause, by attending a trail planning meeting held by the National Parks and Conservation Association. The NPCA is a private organization conducting the meeting for the National Park Service. The goal of the group is to help the NPS develop a national plan for all types of trails.

Sounds good, right? Actually, the NPCA had held meetings previous to this, but left motorized users off the invite list—yet another “national trail planning” meeting, ignoring the needs of motorized vehicle users! Swift action by the SVIA persuaded them to relent, and the representatives of motorcycle and ATV clubs were invited to join. Good thing, too. From what we've heard from attendees, the meetings actually turned out to be constructive, and apparently we're not the big, bad, trail wreckers they all thought we were. Can you imagine that?

Attending the meetings on our behalf were George Gaskill of the ECEA; Jack Clark and Larry Kemmerer of the Lehigh Valley ATV Association; Jeff Devol of the West Virginia OHV Association;

and Don Kirkpatrick and Dave Copely of the Northern Virginia Trail Riders. Thanks, guys; thank you, SVIA.

MORE GOOD NEWS

Also from the SVIA newsletter, editor Ryck Lydecker writes that they received a letter from District Ranger John Serfass of the Wayne National Forest in Ohio. In the letter, Ranger Serfass told him of plans to add 25 miles of trail to the Ironton District's trail system, now consisting of only 13 miles of ORV trail. The new trail, the Pine Creek trail, will add 25 miles to the system. The letter was friendly and upbeat, and closed reminding the SVIA that their opinion is always important to the Forest Service.

Another comment from Ryck concerned something Tom Lennon, former Forest Service manager told him; saying “OHV riders are the best volunteer groups we have to work with.”

Remember that, guys. Remember how appreciative the Forestry Service people were when we went out to plant trees last fall? Remember how thankful the Burlington County Federation of

Sportsmen's Clubs were when we doubled the attendance at their annual clean-up? Remember how appreciative *any* group is when you volunteer a crowd of riders to help out? You have a lot easier time putting on events and just generally riding if you *know* the Rangers and officials in your local woods, so get out and meet them, ask them if they need any help with projects, and volunteer. It's the off-season, guys—what better time to lend a hand and do some public relations work for the new year?

HUNKY IN CHAINS!

If you pick up a copy of the February issue of *Dirt Bike* magazine, you can read all about Rick “Super Hunky” Sieman and his adventures at the 1990 Barstow to Vegas protest ride. In the story, he details how the deck was stacked against him, the Sahara Club, and Louis McKey, a.k.a. The Phantom Duck of the Desert.

Basically, the California office of the Bureau of Land Management arbitrarily closed a section of desert, in an attempt to block the protest ride.

The public road that bisects this piece of land was closed along with it, although whether that is legal or not has yet to be seen. Rick and three others rode off anyhow, and were chased 40 miles by media and police helicopters, until they were stopped at a blockade on open public land and eventually arrested. The arrest was a real Keystone Cops affair, since the police didn't really want anything to do with them, and the Rangers couldn't lock them up on public land. In

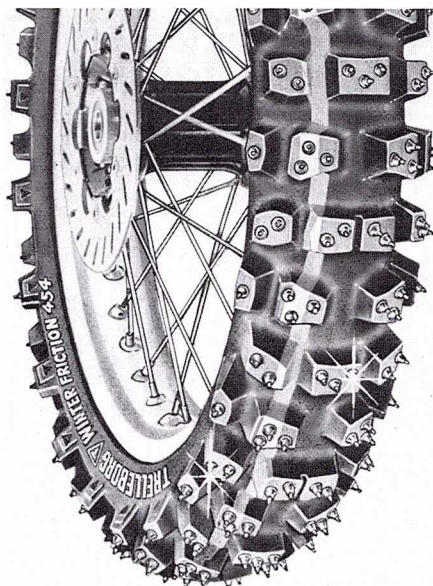
the true spirit of Ronald Reagan and all his recent cronies—have you noticed how we've been slipping into a police state ever since 1980?—the Rangers basically kidnaped Rick and his friends and transported them back to the “scene of the crime” to charge them. Oh, and when they took them to the Barstow police to lock them up, the police, again, didn't want anything to do with them!

It sounds like a real goofball merry-go-round, but the best is yet to come, we think. The BLM broke so many laws, and the whole arrest was handled so improperly, that the court trial should be a real adventure. Think back, too, to the early '80s and the Phantom Duck trials, where the Duck went up against the BLM in three

different court cases, and they won all three. These guys are no strangers to the courtroom, and they have some pretty powerful lawyers on their side. Anyhow, read the story; and then we'll all be anxiously awaiting the Sahara Club's day in court.

KTM ENDURO TEAM

KTM recently announced their enduro team line-up for this new season, and yes, it will be a team this year. To date, Kevin Hines has not resigned with the KTM factory, and he is not expected to. More about that when Hines' future plans are released. The KTM riders this year are: Kelby Pepper, from Colorado; Alan Randt, from Michigan; Allen Gravitt, from Georgia; and Jack Lafferty Jr. from New Jersey. According to Rod Bush, of KTM America, these riders are signed on for a full assault of the National Enduro series this year, so watch out for them. There may be one more position filled on the team, but as of this date, only the four riders are confirmed. Who could be the fifth? We're not telling!



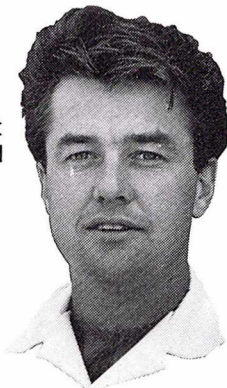
It's that time of year again, and Trelleborg has a brand-new Friction Spike tire. Called the T-454, this new winter tire will not get stiff at temperatures as cold as 30 below zero! With 342 carbon-steel studs on board, traction is no problem. See your dealer for pricing.

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Dave Miller

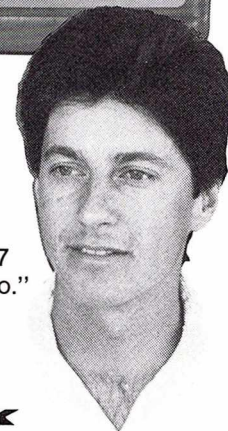
"By nature I'm always looking for a way to build more power into any engine. But by experience I stopped looking for a better way to lubricate engines over 10 years ago when I found Maxima."



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The Last Ride of '90!

CHILLY CHILI!

The turkey run that only sometimes lives up to its name!

Plympton, MA 11/25

Traditionally, the Chilly Chili has been the first NETRA event of the season for which savvy NETRA riders ask the all-important question: "Should I use studs, or what?"

You see, November in New England is not to be trifled with, even if you're nearly as far south as Cape Cod. Strange things can happen to the weather. This writer has personally seen nine distinctly different types of weather in one day, in the White Mountains, along with a temperature range of 50 degrees (from 10 below zero to 40 above, within 24 hours)! And that was in October!

So for the Chilly Chili, the question of studs always comes up. It usually is a question of choice—should you use the full Trelleborgs, or the set of Metzlers you've had painstakingly

rigged with automotive studs? If the ground's going to be frozen solid, the Trelleborgs are the only answer...but, if there might only be patches of ice, you'd be just as well off with auto studs, and you wouldn't take a chance of wearing out a \$200 tire.

This year, the question was never asked. Blame it on global warming, the greenhouse effect, or whatever you want; 1990 had a warm fall that wouldn't quit. We got a little cold snap in October, the leaves started turning colors, then it warmed up and the leaves tried to turn green again. There was no doubt, that on Thanksgiving weekend, it was going to be tropical. Still, the more conservative among us wore jackets away from the start; and it took all of about ten minutes to regret the move.

By the 10 o'clock starting time, everybody was champing at the bit to ride, and it was all the Pilgrim Sands club members could do to keep it from looking like a hare scrambles start. Man, if they weren't watching the exit of the parking lot, there would have been groups of 20 or 30 riders banging elbows down the street!

As it was, we had plenty of bar banging once we got into the woods. The incredible diversity of rider skills in turkey runs is always amazing, but it's especially entertaining when you have people like Kevin Hines and Tommy Norton and most other fun-loving NETRA competitors mixed in with people who just bought their friend's old bike and were trying it out for the first time. There were no real serious problems; just a lot of little bottlenecks at every hill and patch of tight woods.



"You want some of the mild stuff to wash it down?" The "hot" chili was definitely high octane premix!



"Wait, look at that guy!" Spectators gathered at the top of the first big uphill, just to watch everybody flounder in the sand.

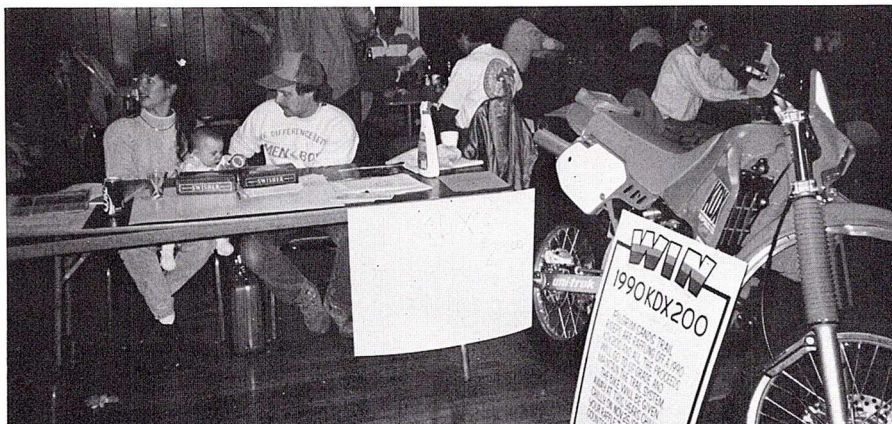


The ground wasn't frozen, but it sure was wet in spots!

They would have had problems in rock gardens too, but there are very few rocks in that part of Massachusetts—just sandy dirt, open woods, and neat trails.

You really can't praise the quality of the trails at the Chilly Chili too much. After being used to rocks and mud all season long, to be able to get out and hang it out on smooth, fast trails is almost too much fun. It can get hairy, though, and we did pass one guy being helped out of the woods with a broken leg, but aside from that there were no other serious incidents.

Unless you count the over-anxious police. It all started with one local police officer who either wasn't informed or missed the memo, and this guy was hopping mad. He was directing the ambulance that was going in after the guy with the broken leg, and when I passed him he was



The Pilgrim Sand Trail Riders sold raffle tickets for a brand-new KDX 200.

literally jumping up and down and shouting on his radio, saying "This is private land! This is private land!" It wasn't until one of the club members got there that he even bothered to ask if they had *permission* to ride on that private land (which they did).

Things snowballed from there. The local police called out the state police, who proceeded to throw up a roadblock and start checking everybody's papers. Everybody was legal, of course, and the way we heard the story, the state police left snarling to the local cops to not bother them unless it was something important. Still, we got a chance to really witness our tax dollars at work.

Once safely back at the club, it was time for the event's namesake—hot chili! They had two versions on the table; mild, for women and children, and killer for the rest of us. The hot stuff actually had huge chunks of chili peppers suspended in it, and it was a nearly religious experience after all that riding! Some of us even witnessed devout vegetarian Kevin Hines packing down a small bowl of it, and declaring that "even if it is animal flesh, it's pretty good animal flesh!"

Could this be a sign of a new Kevin Hines, due to emerge? I'm doubtin' it, but we all had fun at the Chilly Chili, no doubt about that. Here's hoping we have just as nice weather, just as hot chili, and just a few less police at next year's run!

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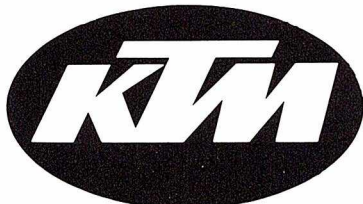
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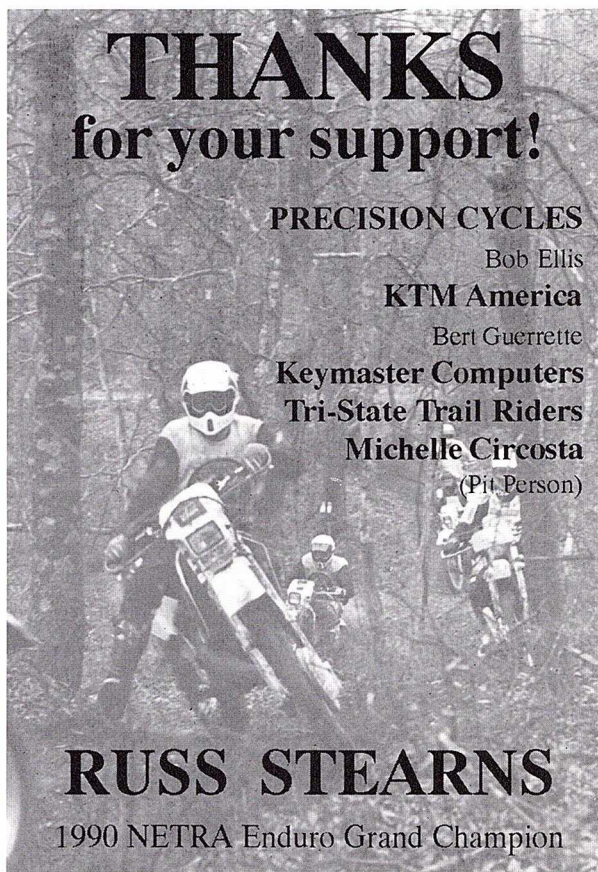
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RUSS STEARNS

1990 NETRA Enduro Grand Champion

Bulletproofing your bike

PREPARE TO CRASH!

It's not the fall that gets you, it's the sudden stop

By Dan Anderson

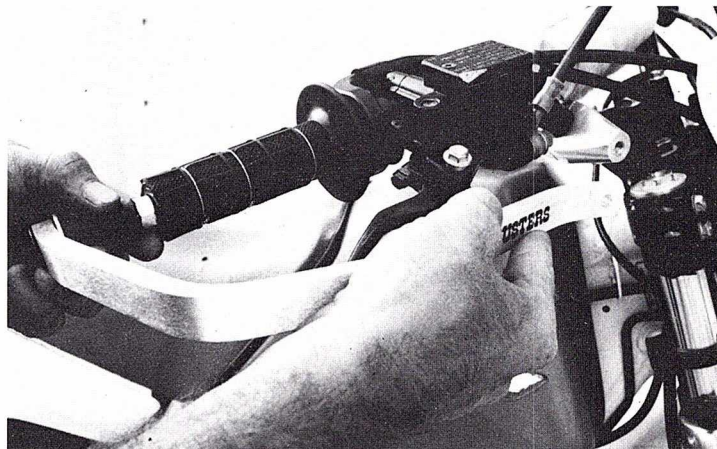
Up until a few years ago off-road riders had little choice but to ride motocross bikes if they wanted to be competitive in hare scrambles and enduros. The only way to get the latest in engine and suspension technology was to buy an RM, CR, or YZ and make it into a woods weapon.

The advent of YZWRs, RMXs and the evolution of euro-bikes like the KTM XC series has saved off-road riders a lot of time and money. No longer do they have to juggle sprockets and flywheels in an attempt to make motocross power bands woods-friendly. And no longer do they have to be best friends with a suspension specialist in hopes of getting their suspension

rebuilt so it won't bite them in a tricky boneyard.

Despite all these advances, most dirt bikes still aren't completely ready for the woods wars when they leave the dealer's showroom. Certainly they have all the goodies to go faster and jump higher, but going faster and jumping higher is, unfortunately, only part of woods riding. The other part is crashing.

A good woods rider can find a dozen ways to crash between his pick-up and the starting line, and once a race is underway, hare scrambles and enduros often resemble off-road pinball.



For our part of the world, stout hand protection is an absolute must. Not only do they protect your fingers, they keep your levers and controls intact.

Smart, experienced woods riders, the kind with lots of scars on their knuckles and X-rays that look like a bone specialist's nightmare, take time to outfit their new bikes to reduce crash damage. Inexperienced riders, also known as fools, may try to avoid the extra cost of crash-prepping a bike. After forking out mega-bucks for replacement handlebars, brake reservoirs, and hospital emergency rooms, these neophyte riders soon learn that a penny spent on crash prep is a dollar

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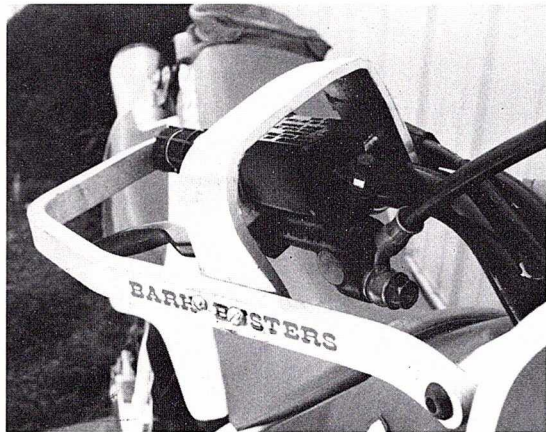


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saved on repairs.

Actually, crash-prepping a bike is reasonably cheap and can be done in a few hours. The goal is to anticipate what will break in a crash and protect or reinforce it in advance. Every bike is different, but *Trail Rider* offers the following suggestions to save yourself money, repairs and possibly injuries.

Photo 1: Shortening handlebars is the first step when it comes to avoiding woods crashes.



I made an aluminum master cylinder reservoir protector that just bolts on to my bars and handguards, and so far it's saved me the price of a new master cylinder.

Whacking an inch off each end of the bars with a hacksaw or pipe cutter can get you through narrow spots without damage. Before cutting always measure to be sure you'll have room left

on the bar end for brake reservoirs, perches and other bar-mounted goodies.

Some die-hard woods riders shorten their bars even more by cutting a three inch section out of their bar, then welding the bar back together. This practice leaves bar ends intact with lots of room for grips and perches, but gives bar manufacturers liability nightmares. We aren't suggesting this is a safe idea...it's just an idea.

Photo 2: Hand guards have become standard equipment for those who enjoy having fingers that actually bend at the knuckles. They also strengthen the bars against crash-induced bending.

Photo 3: When installing handguards, never use a thread locking sealant on the threads. A chemical reaction between the steel of the bolts and the aluminum of the guard will eventually lock the connection plenty tight. In fact, a light dose of oil or grease instead will make future disassembly a lot easier.

Photo 4: Filing the sharp edges of the guards can make front flips much less painful to the backs of hands. Also, shortening clutch and brake levers so they are within the protective radius of the hand guards will prevent sudden stops caused by branches applying the brakes for you at inopportune times. Make sure they're not too short when you turn the bars lock to lock.

Photo 5: On some bikes, notably the Honda XR's and Yamaha YZWR's, the front brake reser-



A fork/disc guard like this keeps your fork tubes from getting dinged, and also protects your brake from mud and some rocks. For the money, they're very worthwhile.

voir sits high on the bars, begging to be sheared off by the first low-hanging branch. If you have \$100 laying around to buy a replacement, that's no problem. Otherwise, for \$5.00 you can get a piece of 1/4 inch by 1 1/2 inch 6061 aluminum bar stock, a one inch U-bolt, and build yourself this sturdy reservoir protector. Most store-bought reservoir guards mount to the reservoir's mounting bolts, which doesn't gain much protection. Shortly after these pictures were taken, this reservoir survived a high-speed crash that

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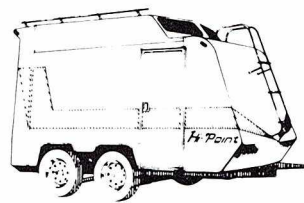
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left the handlebar pretzled and the hand guard mangled. It's home-made, it's cheap, and it works.

Photo 6: Disk brake guards protect high dollar brake rotors from rock damage. Drilling a hole in the center of the guard and tapping the front axle bolt insures the guard is always centered on the rotor.

Rear disk brake rotors really take a beating from rocks and roots. An aluminum "shark fin" protector is the best way to protect that rear rotor without trapping heat.

Other suggestions to avoid expensive crash damage include:

Exhaust pipe protectors. Flexible pipe protectors can soak up rock and root dings and maybe deflect major crunches that would alter the pipe's performance.

Brake snakes. Old brake or clutch cables can be used to tie brake and gear shift pedals to the frame so that branches or brush can't bend them away from their correct location. Use care

when installing such pedal ties; installing them too tight can interfere with braking and shifting action.

Skid plates. Most new bikes now come with some sort of bars that offer minimal protection to the lower engine cases. A full skid plate will keep your engine cases intact through the worst rock gardens. Compare the cost of a new bottom end to the cost of a skid plate and they are quite reasonable priced.

There. Your bike is now worth approximately \$200 more and has the potential to save you around \$865. (That's \$100 for a front brake reservoir, \$15 for perches and levers, \$50 for having dings removed from the exhaust pipe, \$200 for new front and rear brake rotors, and \$500 for emergency room care for broken fingers and hands.) Admittedly, none of these make your bike run

faster or jump higher. They just work together to avoid damage to you and your bike, and sometimes that'll make you just as fast.



Crash protection can only go so far. To be perfectly safe, try not to ride like this squid.

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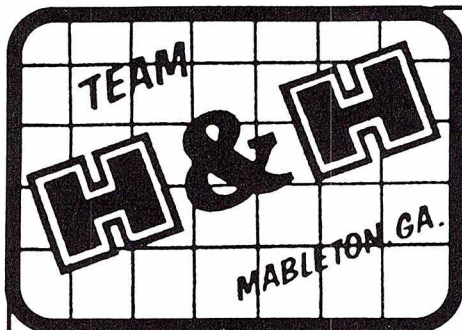
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WHITESTONE
TECHNOLOGIES

Northern Virginia Trail Riders' Work Day

Helping out in the George Washington National Forest

By Lindsay Pirie

Edinburg, VA

You can't survive in this sport unless you take the time to see how other folks do things. It was in that spirit that Lindsay Pirie, Vice President of the ECEA, and Glen Wisniewski, Secretary of the organization, packed up and headed to Virginia for a two-day work weekend with the Northern Virginia Trail Riders Association. The club had an adopted trail in the George Washington National Forest that needed help, and they decided to put on a work weekend to get people acquainted with the area, to show the Forest Service what kind of support they could muster, and to give active and enthusiastic rider representatives the chance to get together and network, as they say. The following is Lindsay's account of the weekend.

We arrived in Woodstock, Virginia, in just under five hours. Not bad, from Bricktown, New Jersey. In the morning we met up with a large group of riders/workers who would be involved in the weekend work group, among them members of the North Carolina Trail Riders, the Roanoke ATV Club, and an ATV group from Maryland known as the Wasteland Wanderers. There were several "just plain old riding folk" there as well, including ATV rider Bill Compton of Falls Church, VA, who became disabled when a car he was working on fell off a lift.

We would find out that lacking the use of his legs hardly slows Bill down. He has a specially rigged 4WD Honda ATV, and took a very active part in the trail work and the riding during the weekend. Bill was definitely an inspiration to all.

We also met George Lear, NVTRA Trail Boss for the area we'd be working in, and Don Kirkpatrick, President of the NVTRA. With little delay, we were briefed by a U.S. Forestry Ranger on the National Forest trail building program, and the methods used for trail construction. We thought we had it difficult around here, in the flat lands! We only have to clear brush out of the way; up in the mountains you have to site a trail properly or risk having it slide down a hill. After the briefing we mounted up and followed our respective trail leaders to the work areas.

The route of the trail had been previously flagged for us, and it was located along the side of a heavily wooded mountain. The terrain was rocky and laden with roots, occasionally crossed by old stream-eroded rock gardens. Good stuff!

Glen Wisniewski and I, both East Coast sand club members, and only used to cutting soft pine branches, started clearing for trail visibility. Serious snipping. The boys from the NCTR then jumped in with their picks, shovels, and Swedish axes. Following them were the ATV groups, bringing in chain saws and more hand-operated earth moving equipment. The ATVs finished buffing the trail out to the 48-inch width required by the government. This is necessary so that all trail users may pass without great difficulty.

After a full day of this, the work parties took an hour or so to "ride-in" the new section of trail. After George and Don collected all the tools, it was time to head into town and spend Saturday night eating a real down-home dinner, complete with homemade pie and ice cream, while being entertained by a local blue grass band. The dinner, at the Fort Valley Fire Company pavilion, lunch, and numerous door prizes were provided by our friends at the Specialty Vehicle Institute of America. Ryck Lydecker, manager of rider communications at the SVIA in Arlington, was instrumental in keeping this "mighty" trail building effort running smoothly.

Sunday morning found us back at the Edinburg Gap trail head. We got organized, and then headed out to an old trail that needed work in

order to complete the loop we started on Saturday. The task was to remove a few fallen trees and build a bypass around a stream crossing that had eroded.

After removing a few more "face-slappers,"



Don Kirkpatrick and Lindsay Pirie congratulate each other on a job well done. This project drew volunteers from four states.

we were ready for some riding on our new loop. It still needs some work in order to be opened to the riding public, but right now it's equal to a super point-taker in any enduro I've ridden. As a matter of fact, any trail is a point-taker when I'm riding it!

The work crew poses for a group shot before they all get dirty.



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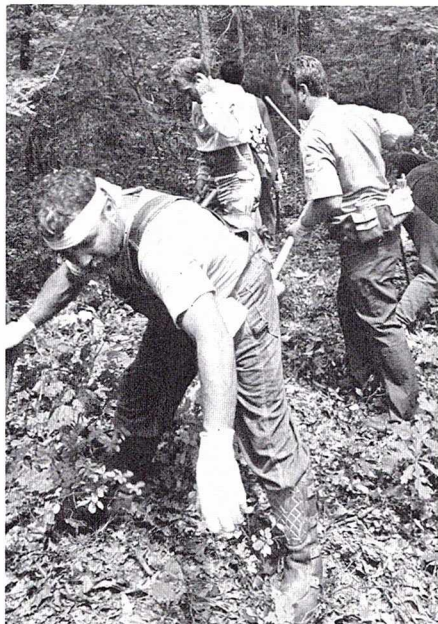
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After a brief lunch and b.s. break, the group headed out for some more trail riding. Unfortunately, the boys from north of the Mason/Dixon line had to get a head start on the long ride home, back to the land of low taxes and unlimited riding opportunities. In our dreams, right?

So we did some good work, met some great people, did a little riding, and, most importantly, learned a lot about how to help out our land-access problems here in the northeast. Our thanks again to George Lear, Don Kirkpatrick,



Ryck Lydecker and the SVIA, and the goo people at the George Washington National Forest, Lee Ranger District. These hardworking, unselfish people are the ones who will keep off-road riding alive and well.

I have confidence that our East Coast Enduro Association membership has some of this same breed of people in its ranks. The east coast has a great challenge ahead in the land-use arena, and all of us living and riding here know it. Any volunteers? If you don't do it, who will?

The Specialty Vehicle Institute of America is in business to promote riding and help clubs and organizations with specific projects that will benefit OHV riders everywhere. If your club has a project in mind, but you don't know how to put it into motion, contact the SVIA at 1235 Jefferson Davis Highway, Suite 600, Arlington, VA 22202. Their phone number is (703)521-0444.

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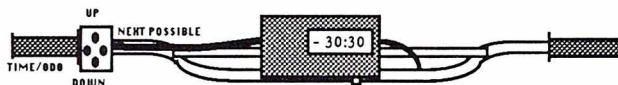
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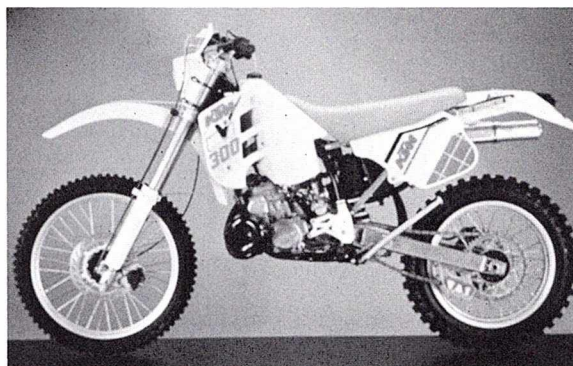
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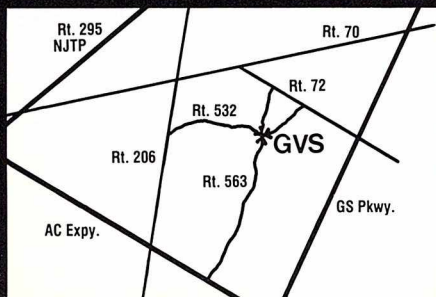
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HUSKY '91

Okay. You have one day to ride nine motorcycles and try to understand them. Think you can do it?

By Paul Clipper

Varese, Italy 11/8

Sure you could. If you couldn't, I'll bet you'd try your darndest! That was about our attitude when Cagiva North America took us to Italy to introduce their new machines for '91. We really did have only one day to ride them—all the MX and enduro bikes—but we also squeaked a couple hours of trailriding out on Friday. Hey, it's a lot of work, but somebody has to do it!

For this "taste test" of all the machines, we met at a beautiful motocross facility some ways out of town. Don't even know what the name of the track was, but it was nice, carved into a hole in the ground and featuring plenty of uphill and downhill. The whole track was lined with

WMX, I tried to remember the last time I had ridden on a real MX track. Probably way back in California, before Indian Dunes closed down. It's a very strange custom, this motocross stuff. You just get on a small track and keep going around in circles. Odd. I can't understand the appeal.

I didn't know what to expect when I first got onto the 125. The last 125 I had ridden, the 1990 WXE (enduro), had far too much flywheel effect to suit a 125 powerband. I guess that's what I expected here, but no way! The 125 MX revs super-quick, just like it should, and actually felt strong from the bottom to the top. It was still a 125, and being asked to work too hard to haul around my 180 pounds of bulk, but it got around the course with reasonable ease. The best part was the shifting—something you do a lot on a 125. The WXE would shift under power with no problem—you never have to back off to jam it into the next gear. Very valuable on a small displacement bike.

Next up was the 250. Now this was more along my lines. Plenty of torque, good top end power. A lot easier to ride, but mainly because of engine size. The 250 has a strong, very snappy powerband, but it doesn't fight you back on an MX track; it always seems to have some torque on tap.

The WMX 610 is just about what you would expect—gobs of torque and ferocious horsepower anywhere you happen to be in the rev range. And, it felt like it was geared too tall for the track at that! You could gear this bike down and it would be all you could do to hold onto it, which is just what anybody interested in motocrossing a four-stroke would want.

It is a serious hoot to ride the 610. It feels like it's going to peel all of the knobs off the rear tire, every time you jerk the throttle open. Uphills feel no different than level ground. I don't know of anything you could do to put a real load on this engine—if you butted it up against a wall and lit up the rear tire, it'd merely dig a hole. Serious horsepower! The only negative is the weight, which, at 247 pounds



Kari Tiainen with the 260WXE at full honk. There's no doubt that the 260 has an aggressive powerband.



Standard MX shot # 3. The WMX machines worked well, they should be very popular with hare scrambles riders.

planted flowers and greenery, a little touch that really makes a track appealing. It's a European custom that could stand to be imported into the States.

Assisting us as photo models were a group of Team Husky riders for '91, including Kari Tiainen and Stefano Passeri. They all ripped around the track for an hour or so, while we shot photos of the result. Once all the bikes were dirty, it was our turn.

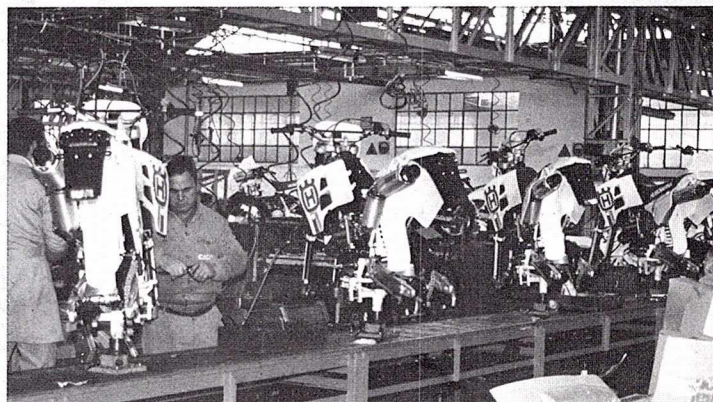
MX MACHINES

During my first lap around the track on the 125

dry, isn't much for a four-stroke, but it's more than you're used to on a motocross track.

All three of the MX machines are coming with White Power suspension components this year, and they felt like White Power-suspended bikes. The were very stiff and flex-free, felt like they needed to be broken in, but basically gave a very sure-footed ride. They all also use a rear disc brake this year, great stopping power. The 610 has a new frame, and the two-strokes both are using new swingarms and basically redesigned engines. Cagiva made a lot of significant cylinder and transmission changes between last year's bike and this, and they all seem worth the effort.

For our purposes, the MX machines are going to find most of their use in the hare scrambles crowd, and no doubt they will make good hare scrambles bikes. The close ratio transmission and light weight (the 125 claims 193.6 lbs. dry, the 250, 215.6) will make them a snap to zip around an eastern hare scrambles course, and Husky's characteristic "quick but sure-footed" handling traits ought to make the WMX a confidence-inspiring machine in the woods.



No matter what has happened in the past, there's a factory now putting together brand-new Huskys. We were impressed with their dedication.

ENDURO MACHINES

It seemed to take forever to get off the MX track, but by noon we were scoping out the woods on the WXE enduro bikes. Husky has five of them to offer this year, just in case you were wondering if they were serious about catering to the woods riders among us. We had the 125, 250, and 260 two-strokes to ride, as well as the 350 and 610 thumpers. The day shortened up fast! Our hosts were surprised, when we disappeared into the woods with all their bikes and riders, and didn't come out again until dusk. Even then, we complained that there really wasn't enough time to get an impression of all the bikes.

Our whining paid off, and they agreed to take us on a trail ride in the hills above the factory after the next day's meetings. The result was a two-hour (we had to start at three in the afternoon), absolutely frantic jaunt through the Alpine foothills with Kari Tiainen and others, that took us up and down steep, gravel-based hillsides, through orchards and villages, and at one point down an avenue of stairs in one small town! It was Mr. Toad's Wild Ride on motorcycles, and I hadn't had so much fun in years.

Along we way, we stopped only long enough to switch bikes, to make sure everybody got at least a few miles on each machine. Between that ride and the day before, we managed to arrive at some basic impressions.

The WXE125: Worlds better than last year. Seems to share the same tight gear ratios as the MXer, so you're always in the right gear, or not far from it. The easy shifting comes in handy on hills, where keeping the throttle pinned and dancing on the shift lever is the only way to get up. The bike idles real nice, and doesn't seem to have any "holes" in the carburetion. Sitting on it, the 125 feels ultra slim, like there's nothing between your knees, and it feels very close to its claimed weight of 205 pounds. Fun bike.

The WXE250: Easily the crowd favorite. Very likable powerband—it starts right up, idles contentedly, has decent torque down low and seamless power up to redline. The powerband never does anything scary, it just keeps turning the back wheel, no matter what. The clutch is good, the gear ratios are a little more spread out than the motocrosser, but there aren't any stumbling



The Husky factory in Varese. During World War I, this factory produced seaplanes and flew them right off the lake at the edge of the parking lot. There is plenty of history, and a lot of light manufacturing in this part of Italy. There is also some very unique trail riding.

points along the way.

All of the WXE machines handle nearly the same. They have a sure-footed feel, reminiscent of the old Swedish Huskys, but at the same time they turn quite a bit quicker and feel a lot lighter on their feet. The new White Power suspensions felt like typical White Power: very flex-resistant, sure-footed, and in need of break-in time. The valving felt pretty good, although we'll have to run a few of these machines through the New England woods to know for sure. The Husky engineers were pretty serious about the suspension, claiming that they convinced the White Power engineers to set up the forks and shocks specifically for the Huskys (as opposed to using someone else's valving specs). Like I said, we'll see when we get them into the woods.

The WXE260: It has a bore that's 1.5mm larger than the 250, and that's it. No stroke difference, no gearing difference, no carburetion difference...and it runs like a totally different motorcycle. Where the 250 is smooth and good mannered, the 260 is violent and wild. It has a strong midrange hit that starts low and winds up fast, and in the gravelly terrain of the Italian Alps it was all we could do to keep the rear tire hooked up. This bike is a definite wheely monster, which will make it a favorite of serious racers. Things happen fast on the 260!



The four-strokes were a load of fun. There's something about that smooth power delivery that makes thumpers really appealing.



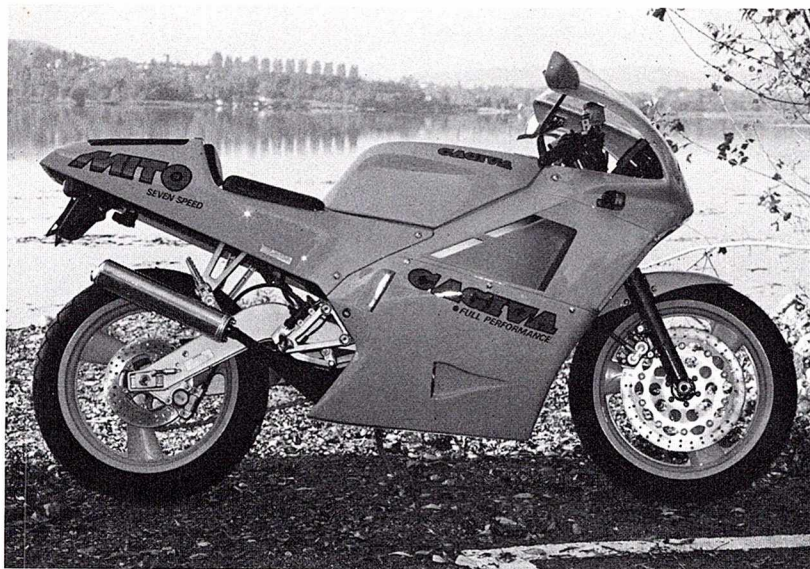
Stopping for a quick break on Friday's wild ride. No matter how much you flog bikes on a motocross track, you can't learn a thing until you go trail riding!

The one characteristic that the two-strokes share is a very quiet exhaust system; but it comes with a price. The expansion chamber for the 250/260 must weigh 20 pounds, easy. The pipe is a double-wall affair, and the muffler is long and full of packing. The effort here is to meet U.S. EPA sound standards, which would make the production Huskys EPA legal, like the (stock) KDX200 and the (stock) RMX250, and the KTM 300 T/XC. If they do succeed in bringing them in legal, that's great—but you'll have to accept the extra weight. Serious hare scrambles racers will change pipes for closed-course racing, but when you hear how quiet the Huskys are, you'll probably want to leave the pipe alone.

The WXE350: Nice four-stroke. Really mellow power; a 600 rider will turn up his nose at it, but for those of us not interested in wrestling with a big 600cc four-stroke, this is the machine. Good bottom-end grunt, steady midrange power, little bit of top end hit, but the bike likes to be short-shifted. Starts real easy. No compression release lever to fiddle with, just push it back to the compression stroke, bring the kicker all the way up, and whack it. Instant fire.

Once I got on this bike, I didn't want to get off. I've never been a fan of big, 600cc four-stroke dirt bikes. Sure, the power to weight ratio is correct, but the big bikes are a handful, unless you live at a high altitude where you need all that grunt. Compared to the 610, the 350 is difficult to wheelie because the power is so tame (and also this engine was brand new), but it didn't matter. To ride the 350 well, all you have to do is sit down and enjoy it. Can't wait to test this one.

The WXE610: Multiply everything on the 350



Here's something else made in the Husky factory, just to tease you a little bit. It's a 125cc, seven-speed, liquid-cooled street bike/production racer that is all the rage in Europe. No, you'll never see one here in the States, and that's a shame. In the background is Lake Varese, right off the edge of the factory.

by three. Tons of torque, tons of horsepower. Weighs about the same as the 350, so it has a huge power to weight advantage. Can't imagine anything that would be gnarly enough to stop it, let alone slow it down.

Speaking of slowing down, all of the Huskys

now have rear disc brakes. They almost don't feel like Huskys—this is the first Husky enduro machine with brakes! Although *Dirt Rider* tested the 260 prototype in their January issue and gave it low points on the rear brake, we didn't suffer from the problems they had, for some odd reason. Like any rear disc, though, you'll need to set the pedal as low as you can stand to keep from dragging it. The Huskys also come with a neat little aluminum guard on the rear disc that just begs to be taken off and left in the garage. All those guards do is trap heat; if you want to protect the disc get a shark-fin type protector.

WAITING FOR DELIVERY

Basically, they all felt pretty good. Enlightenment will come when we get a chance to test some of the bikes here on the east coast, in familiar terrain. We are supposed to

be picking up a WXE125 any day now, and later on will lobby for a 350 four-stroke, and maybe a 260 or 250 later in the summer. It's good to see the company back, though, and committed to building a competitive bike once again. Let's go riding!



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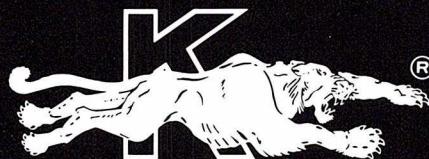
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By Paul Clipper

Allenwood, NJ 11/18

I first met Wally Tunison at the Pine Hill enduro back in '87. Wally was a CJCR club member, and was working a check. We were gabbing about something or another, between riders, and finally Wally said "I've heard you're into mountain bikes?"

It was a loaded question—actually, I *had* a mountain bike, but being *into* it was another story altogether. At the time, it was more of a garage ornament because I had a thousand excuses for why I didn't ride it. At any rate, he told me he worked at a bicycle shop in North Jersey, and he was going to put together a mountain bike event "sometime later in the season," when the

motorcycle racing season slowed down.

Well, I forgot about it; but finally in November another friend of mine popped up and said "Hey, are you going to Wally's mountain bike race?" He was going too, so we figured we'd car pool and check it out.

In a nutshell, it turned out to be about 12 hardcore mountain bike freaks pedaling around in the snow, on what turned out to be the coldest day of that winter. The sun was shining bright and beautiful, and it never went above five degrees fahrenheit. The guys (and girl) rode an observed trials, a downhill, and a scrambles-type race; and everybody had a ball...even though it took three days to thaw out afterwards.

Since then, Wally's been blessed with some better weather, and he's been doing the Peddler ATB Classic every year since. The event gets its name from his bike shop, The Peddler, in Long Branch, NJ, and since his humble beginnings, as with all things, the race has grown considerably.



When you can't ride any farther up the hill, what's your only choice? Carry it! This is the horror scene at Wally's Wall.



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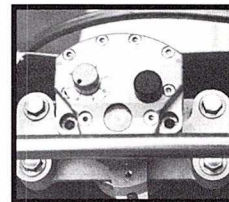
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It stands to reason. Mountain bikes are selling like beer at a ball game; and like any other wheeled contrivance it only takes two of 'em to make a race! This year, the Peddler event was up against another event down in Delaware, so Wally lost some attendance. Still, he had nearly 200 riders to attack the trails in Allaire State Park on this cool yet comfortable Sunday.

MERCIFUL COURSE

I turned up, early in the morning, finally planning on seriously entering the event. I can proudly say that my bike was well-used at this

point, since a change in residence has made it easier to ride a bicycle without risking my neck. Wally had two big events happening during the day, a hare scrambles on a five mile loop, and an observed trials. Bicycle trials has become very professional and extremely sophisticated, and the guys who ride trials now can perform miracles. They ride on specialized bicycle trials bikes, and spend most of their time bunny hopping from one spot to the next.

The scrambles was more to our liking, and obviously more what the major part of the crowd came out for. It was okay to ride the course before the race, so I suited up and went for a pedal to get warm.

They've got some nice trails to work with at Allaire. The first part of the Peddler course seemed to be all slightly downhill, and it was all well-defined firecut that would be difficult to miss. I found out that top gear was easily pullable and made a note for later.

After a mile or so the trail started heading back up. There were a couple little climbs and descents, nothing that would make you walk, and then a real chain crunchier of a climb that wasn't too bad if you caught the right gear in time. The trail there snaked around through some tight trees, and then shot you out on a loose sand uphill that was just hairy enough to make you drag the brakes more than you'd like.

It didn't firm up after that, either. The trail



Coming "through the barrels" at the end of each lap was a welcome experience. If you died, you wouldn't be lonely.

dipped down and straight back up, into a local feature called "Wally's Wall." The Wall was a very steep sand hill, with a couple of steps in it, and there was no way to pedal up it. Nothing to do but drag the bike up and dread returning to the spot on the next lap.

After that, the rest of the course was just up and down rolling stuff, all rideable, and if you weren't exhausted by the Wall it'd be real fun. As a matter of fact, Wall and all, it was a fun course, with only that one stopper.

ATTACK AND DESTROY

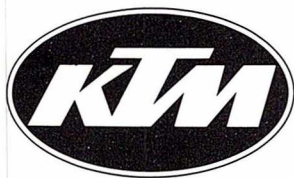
My race, the Beginner's, was the first up, at 10 A.M. A huge crowd of 18 to 34 year-olds went first, and then it was time for us 35 to 100 year-old codgers to make the LeMans start and

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PRO-CYCLE

run up the first upgrade to the trail head. By some quirk of fate, I got to the trail first, and jumped on and hammered into the woods in my first-ever hole shot...and here it was, a bi-cycle race with nobody I knew watching!

I remembered about pulling to gear through the first mile, so I shifted up and held on, and soon was pedaling all alone. How neat! In a few minutes I was passing some of the back markers, and a few minutes after that the fade instinct started surfacing. The first guy in my class passed me about two miles out, and I was seeing stars at that point, but I hung with him until the next guy passed me.

One trip up the wall convinced me that I needed a new pair of lungs, and that I wasn't really concerned about *who* passed me after that, just that I finished. It wasn't easy; especially not for a person who only learned to breathe a few months ago. Three laps was the limit for our race, and the third lap was a grueling struggle. I knew another guy from my class was fifty yards behind me, and I'd stop at all the uphill and rest for a few seconds, looking back at him gaining on me. I'd drink some water and then go on, and then stop again at the next opportunity. Bicycle racing is so weird, because you can just jet away from someone, like you can on a motorcycle; and they can't just blast up to you. We may have gone three more laps and never gotten any

closer together—had we lived—, and I finally finished ahead of him, for ninth place out of a field of 16 or so.



Then I wanted to lay down and take a lap, but it was much more fun to go out and watch the Expert and Pros destroy their bodies for five and six laps, respectively. Hey, some of these guys are really fast on mountain bikes, but they're still using the same lungs and muscles as the rest of us, and the flesh does have limits...not like a 600cc four-stroke!

So I won a pair of toe straps for my ninth place, and ran off to watch the trials riders for a little while. These guys are in-

sane. They ride bikes like the old 20-inch "sting-rays" we used to have as kids, and jump them over impossible obstacles. Actually, the bikes are much more specialized than that, and far, far more expensive...and the kids are fanatically serious. I watched them attack some farm implements on them, and then heeded the call of my grumbling belly and went in search of food.

So Wally's event has grown, quite a bit, from the small group of motorcyclists and mountain bikers that started it, and it really is a different thing now. But still, a mountain bike race may be a neat diversion for this winter or early spring, before the enduros and hare scrambles start. Try it out, but be ready to use your lungs a whole lot more than you're used to!

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DELAWARE ENDURO

It almost rained in Bear....

Bear, DE 10/28

The Delaware Enduro Riders put on a great enduro, no doubt about it. They're wedged into the middle of the metropolis down there off Route 40 and 301, and sometimes it's simply



You can't miss Jack Lafferty Jr.'s new helmet (top photo). It looks wild in the dark woods! Kevin Bennett, about to run over the rider in front of him.



amazing that they can link their trails together without going through somebody's yard...then again, maybe we *do* go through somebody's yard during the run!

But it's a sure bet you'll have a good time in Delaware, especially if you're sick of whoopdodos and rocks. The DER ride has neither, but there is one situation where everybody agrees that riding in Delaware is absolutely miserable: rain. With this thought in mind, it was extremely difficult to muster a whole lot of enthusiasm on this particular Sunday morning, because just a half-hour from the start big, black clouds started rolling by and it started sprinkling on us. Right there, I was tempted to load the bike back up, and I wasn't even competing. But it didn't look too bad, and besides, since I wasn't racing I could always high-tail it back if it got really nasty.

And it didn't. Actually, it turned into a fine day. The sun came out, and although it was a little cool, the ground, in places, was in perfect shape. It's still a funny place, though, because some of the lower woods were as slick as deer guts on a door knob, and there was no way to tell until you did something wrong—like jam on the brakes for a fast turn or a ditch and actually *speed up*. Hey, nobody said you could do this stuff without staying on your toes!

Kevin Bennett once again stayed up on his toes all day, tearing through the fragmitis like he was being thrown through it. Sometimes it's frightening to see how fast he can go, and this day he blazed through with a 22-point score, three points better than Chris Smith's 25.

Chris has been coming on strong at the end of this season, now that he's gotten his bike choice straightened out. Chris is riding a KTM 125, a recent switch from the RM 125 he was riding earlier in the season. His brother Drew was right behind him in the AA class, posting a 26, and tying score with ISDE star Steve Hatch, who's Suzuki RMX landed him in the High Point A spot. Michael Moore, from Warwick, New York, topped the B riders with a 37-point ride on his Kawasaki, and James Brethawer of West Chester, PA, was the best C rider. James dropped 64 points, also on a Kawasaki.

The long miles and the check-placement skills of the Delaware club made for a really wide point spread. Most of the A riders had pretty low scores, though. Mike Lafferty aced the A125 class with a 35-point finish, while Richard Stuart took the A200 with a 42. Brian Blanchard always seems to like Delaware, and topped the

A250 riders with a 28-point score, putting him in the same league as the AA riders. Cliff Tenney nabbed the A Open class with 46 points lost on his ATK, and John Smith took the A Four Stroke with a 39. Jack Lafferty Sr. won the A Senior class with 49, and Ed Baker was the top A Super



Chris Smith (top) missed the overall, but nabbed the AA win.

Danny Nenstiel cuts up the Delaware fragmitis reeds on his way to fourth AA.



Delaware Enduro Class Results

Kevin Bennett Hon 22
Steve Hatch Suz 26

Grand Champion

Michael Moore Kaw 37

High Point B

James Brethawer Kaw 64

High Point C

AA

1. Chris Smith KTM 25
2. Drew Smith Suz 26
3. Bob Bennett Hon 28
4. Dan Nenstiel Hon 28
5. Jack Lafferty Jr. KTM 28

Women

1. Kathi Cambell Kaw 87
2. Linda Luhn Suz 97

A 125

1. Mike Lafferty KTM 35
2. Rob Farber Hon 45
3. Hank Tarr Kaw 49
4. Lou Camburn KTM 52
5. Bob Sauer Hon 55

A 200

1. Richard A. Stuart Kaw 42
2. Jerry Lynn Kaw 43
3. Mike Reszkowski Kaw 49
4. Eric Koeller Hus 50
5. Chris Nolan Kaw 54

A 250

1. Brian Blanchard Yam 28
2. Raymond Davis Suz 32
3. Bill Atkinson Yam 37
4. Al Buchholz Hon 37
5. Chris O'Brien Hon 40

A Open

1. Cliff Tenney ATK 46
2. Lloyd Gottshall KTM 50
3. Ken Humphreys KTM 50
4. Anthony Tomasello KTM 52
5. Scott Wolfersberger Suz 54

A Four Stroke

1. John Smith Hon 39
2. Gary Noble Hon 62
3. Russ Hancock Hon 64
4. Don Kirkpatrick Hon 69
5. Mark Young Hon 71

A Senior

1. Jack Lafferty Sr. KTM 49
2. Earl Gullestad KTM 51
3. Wick Wickline Suz 54
4. Richard Tompkins KTM 58
5. Bruce Triplett Kaw 63

A Super Senior

1. Ed Baker Hon 109
2. Craig Shenigo KTM 55
3. Tom Steese Kaw 60
3. Richard Pecile KTM 63
4. Scott Newmaster Yam 64
5. Kerry Koeller Kaw 67

B 200

1. Robert Mahn Kaw 46
2. Steve Reed Kaw 54
3. Jeff Kirchner Yam 56
4. Denny Varnes Yam 56
5. Tim Steese Kaw 60

B 250

1. Douglas Deaton Hon 38
2. Barry Crone Yam 44
3. Dennis McKenzie Kaw 44
4. Brad Little Hon 46
5. Todd Reder Suz 47

B Open

1. Chris Garber KTM 53
2. Wayne Fontanazza KTM 56
3. Thomas Wheeler KTM 61
4. Don Rohrbough ATK 63
5. Mark Crosby Hon 63

B Four Stroke

1. Douglas Van Horne Hon 51
2. Glen Gater Hon 56
3. Stan Milewski Hon 61
4. Erik Nijkamp Hon 61
5. Keith Mahon Hon 66

B Senior

1. Jim Walters KTM 67
2. James Schmits 70
3. David Varnes Suz 73
4. Jack Schwarz Kaw 80
5. Martin Soresino ATK 80

B Super Senior

1. Bill Wahl KTM 113
2. David Severe KTM 118

3. Len Rehatchek Kaw 139
4. Ken Schaefer Hon 160
5. H. Phillips KTM 183

C 200

1. M. Dean Spencer Kaw 67
2. Jamie Wright Kaw 69
3. James Blair Kaw 72
4. Daniel Wolfe Kaw 74
5. Scott Ashway Kaw 75

C 250

1. Ed O'Flynn Hon 66
2. Mike Johnston Hon 69
3. Craig Owings Suz 71
4. Joseph Lapchek Yam 74
5. Bob Stein Hon 75

C Open

1. Eric Weaver Kaw 90
2. Ronald Cooper ATK 92
3. David Uth Hon 92
4. Dan McCurdy KTM 99
5. Art Willenbrock Hus 104

C Four Stroke

1. Mark Stetler Suz 72
2. James Boonstra Hon 84
3. Jim Adams Hon 87
4. Alan Brown Hon 90
5. Allan Wolfe Hon 92

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3. MCI 278
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Van Horn rode the top B Four Stroke machine. Jim Walters, from down in Virginia, won the B Senior class, and Bill Wahl was the top B Super Senior rider.

The biggest class was the C200 class, with 53 people entering and 40 of them starting—testimony to the grim looking weather in the morning. When that rain started to fall, I saw at least a couple of guys pack up and leave! M. Dean Spencer hung around, though, and for his trouble took home the top score in the C200 class, a respectable 67 points. The C 250 division saw Ed O'Flynn do the top honors with one point less, a 66, and Eric Weaver topped the C Open riders with a 90-point loss. Finally, Mark Stetler won the hotly-contested C Four Stroke class, putting his Suzuki ahead of a whole gang of Hondas, and dropping 72 points along the way.

Like we said, it was a great day. Our annual visit to "The Sluice," the bridges over the Delaware and Chesapeake canal, and good old Gloryland Park in Bear. It was a long, rugged run, and satisfying to all, I'm sure. I hope we can continue to do it for many years to come!

OTJ

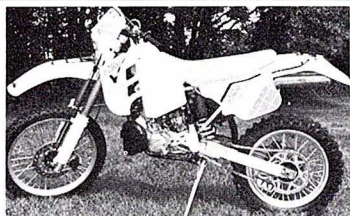
Senior rider (and the only finisher!) with 109 points. Kathi Cambell topped the Women's class, making this about her umpteenth win this season.

Craig Shenigo led the B125 riders into the finish, with 55 points lost on his KTM. Robert Mahn was the top B200 rider with 46 points

on—what else?—a KDX200. The top B250 rider was Doug Deaton, coming all the way from Greensboro, North Carolina, to drop 38 points on his Honda. Chris Garber won the B Open awards, and Doug



Bennett again. What will he ride in '91?



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HORSE TAIL FALLS, MEXICO

An unforgettable journey

by Jerry Shinnors, New England Trail
Rider Association Administrator

Monterrey, Mexico

Wait a minute! It's winter...that means, it's time to start running Mexico travel stories again! It is amazing—it seems that Mexico is the # 1 riding ambition for grizzled eastern motorcycle veterans, and when you read something like Jerry's story here, it's no wonder why. Mexico is relatively inexpensive, wild and definitely foreign; there's certain amount of danger involved, being so far down in a primitive land, and that just heightens the sense of adventure.

Two outfits advertising in Trail Rider offer trips into the Mexican mainland, an area that is worlds different from Baja, that other Mexican place you here so much about. Great Motorcycle Adventures, run by Les French, is one of them, and Mexico Motorcycle Adventures, owned by Tom "Doc" Williams is the other. This is a story of one of Doc's trips; a trip that was given to a NETRA Senior rider previous to last year's banquet, and Jerry was the lucky winner. We at Trail Rider have a standing invitation to head south from both of these fine organizations, and will probably take Les French up on the offer this spring (since he asked first). The following is an account of what you can expect on either of the rides; tell us if it doesn't whet your appetite!

I'll say it right up front. There are times in life when you do something that turns out to be one of life's great adventures—one of those memorable, unforgettable experiences that changes your thinking and perspective, and forever alters your opinion. Doc Williams' Mexico Motorcycle Adventure trip to Horse Tail Falls and Monterrey

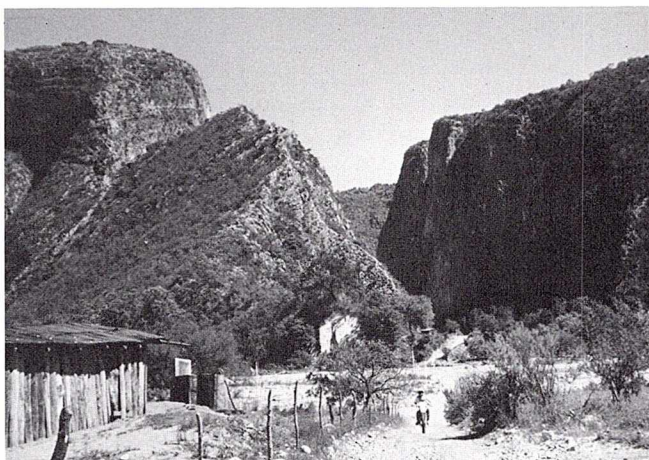
Canyon, Mexico is one of those mind altering experiences.

Doc offers two trips: one to Copper Canyon in western Mexico, and one to Horse Tail Falls and Monterrey Canyon. We did the Horse Tail.

To get there, we flew into Laredo, Texas, and were taken by shuttle to the cylinder-shaped high rise Howard Johnson hotel to spend the night overlooking the Rio Grande River and Nuevo Laredo, Mexico across the border. Doc came by around noon the next day, giving us a chance to walk around the Tex-Mex town and eat a taco. There were five of us: Doc, the 42 year old dentist/organizer with ten years experience riding in Mexico; Doug Jensen, a 30 year old banker from Missoula, Montana; Martin Allen, a 59 year old business man in better shape than men half his age, from Grafton, New Hampshire; Dr. Raul Isern, a 32 year old child psychologist from Galveston, Texas; and myself, a 45 year old motorcycling addict.

The bikes, provided at extra cost, ran the gamut, including a 250 Husky WR, Honda XL 350, Yamaha XT 600 and a Yamaha TT600. Doc has ten bikes you can use and gives you a choice. You have to be assigned a bike which is written beside your name on the Mexican Tourist card. Mexican officials get nervous if there are more bikes than people—you might sell one in Mexico

and get a windfall profit. I was assigned the Husky on my Tourist Card and we went through Mexican customs in a timely manner and then drove 188 miles south to below Monterrey. On the way, we were stopped



Coming into a village below Horsetail Falls. For no-hassle riding and a foreign flavor, you can't beat riding in Mexico.

twice; once at the Mexican drug inspection booth where they ask about ten to fifteen questions and let you go and then again 15 miles further where they recheck all of your papers. I call this the "extortion booth" because things go a lot easier when you slip the officials a few dollars (but not until they ask). Everything in Mexico, it seems, can be arranged, with pay-

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ment.

The countryside was my typical experience with Mexico, that is, dry, arid, scrub brush filled desert-like terrain and I had thought that would be the type of riding we would have. I was stunned to find that south of Monterrey the terrain turns to high, lush green mountains and hills. Our hotel sat high on a mountain overlooking the entire valley and mountain range—one of the greatest views I have ever seen—right from the room! It reminded me of the Shenandoah Valley of Virginia with, perhaps, a touch of Colorado.

The Hotel Cola de Caballo (Horsetail Falls) is a resort with swimming pools, restaurant, bar and the incredibly beautiful Horsetail Falls a short walk behind. Nice stuff here.

We do day trips from the hotel and use it as a base. The restaurant overlooks the mountain and makes a great place to eat, watching the sunset and looking at the twinkling lights in the valley below.

Day 2. The word "spectacular" is, perhaps, overused; and its meaning has been watered down. The riding today gives new definition and depth to the word. We begin by riding on the



The local equivalent of a roadside McDonalds. If you didn't know what to look for, you could get mighty hungry in the back country.

two-lane tarred road up beyond the hotel, along a twisting path that continued upward to the 10,000 foot summit. Each turn rewarded us with

more "spectaculars"—great road racing possibilities with no traffic. Going down the other side, the road turns to dirt, gets progressively worse (but better for riding), traverses several creek beds and then you ride a river bed in a broad valley between canyons on either side. We took one of the

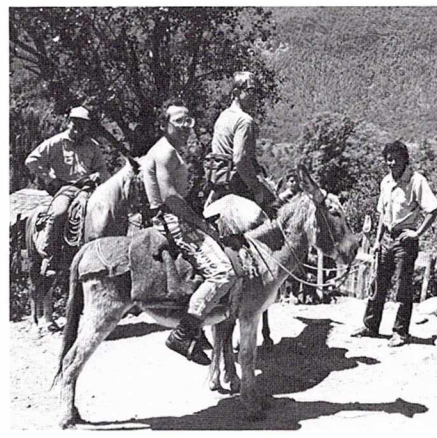
canyons to the left (continuing in a dry river bed) and the riding became more breathtaking. Beside us were high cliff walls of 1,500 feet and narrow canyons. The hard, rocky two-track road rises and descends hundreds of feet to accommodate the canyon, and it makes you want to go for it, to feel the sensations of speed, acceleration, flat tracking, twists, turns, highs and lows. Exciting riding!

At midday we stopped in a small mountain village and the children all gathered around. One of the village women who sells sodas invited us into her home which had no electricity or running water but was extremely clean. The family was very friendly and made us feel at home. We felt good about the village, the country and the people.

The afternoon riding was even better—going through deeper canyons with 2,000 to 3,000 foot walls as we twisted and turned through house-sized boulders and through pine tree thickets. We had to pick our way through boulder fields and mini canyons as we descended down one narrow area with road washouts. It was challenging but we all made it with no problem. We rode 120 miles that day, were tired but not exhausted and felt rejuvenated by the awesome beauty and great riding. Dinner was a local fish grilled with garlic at a lakeside restaurant in the town of Cervado. Excellent



Warm, dry air, vast scenery, and a good working bike. What more could you ask for? Even though we rode over 100 miles a day, we took plenty of scenic stops.



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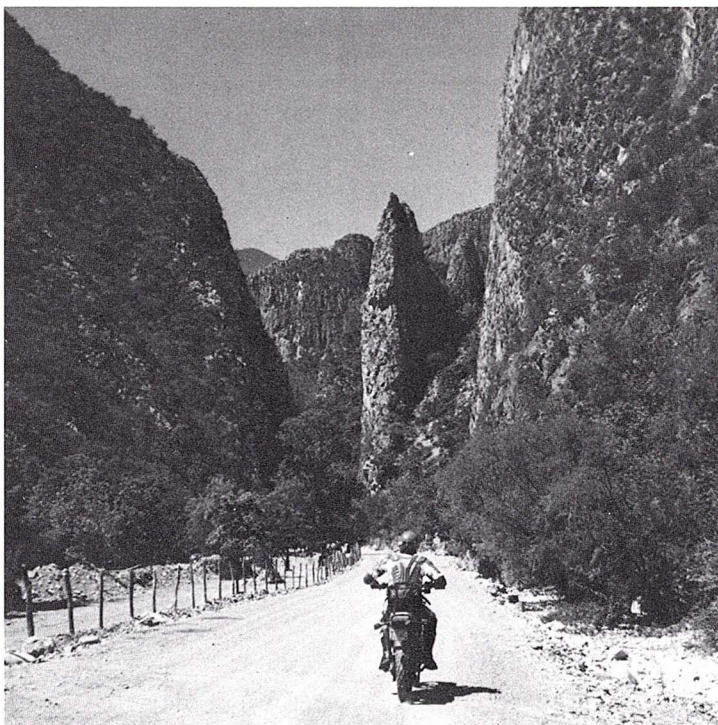
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quality!

Day 3. I know you are not going to believe this, but day one was worth the whole trip and day two was even more so. Our destination was Hot Pepper Falls only thirty miles away but over some of the most impressive riding on earth. The road was a narrow dirt road that wound its way up and down over several thousand feet elevation from canyon valleys and river crossings, to the top of peaks. The drop off from the narrow way would sometimes be 2000 feet, so we wanted to stay on the road and watch the corners.

The vegetation varied from pine tree forests and green leafy trees to smaller bushes wildly scattered on the upper reaches. The views of green covered steep mountains and walls made us feel like we were in Switzerland. We stopped at a village on top of a rounded mountain and descended by donkey about 1,500 feet to the falls below. The final 500 feet to the falls is too steep to go even by donkey so we had to descend over and among the jagged rocks and tree branches on our own feet. Raul had cranked his donkey up, was ahead of us and kept going over the area that even a mountain goat wouldn't attempt. The guide finally caught his attention and he, too, started walking. The donkey appreciated that.



You always wonder what's around the next turn, and you always look forward to finding out. We had a great time!

To say the falls "blew me away" was an understatement. Surrounded on three sides by steep 2,000 foot walls, the falls descend 400 feet from a place in the wall to the grotto below and

into a pool of clear green water surrounded by forest vegetation, then descends further over car sized boulders to more pools. Martin rated it a 10, I gave it an 11. We stopped for a couple of hours, swimming and absorbing the beauty. After our ascent back on the donkeys, we were treated to a Mexican lunch on a table under a covered hutch. Surrounded by a 360 degree panorama of mountain views, we ate rice, spicy beans, tortillas, eggs and potatoes cooked together and appreciated Mexico as we had never expected. The ride back from the dead end was just icing on the cake.

El Gaucho Restaurant in Monterrey was the world class place where we had dinner. For \$10 we got a steak that was eighteen inches around - the largest, tastiest steak any of us had ever had. The waiters were all over us with outstanding service. This trip includes all meals, with drinks, and Doc doesn't spare the quality.

Day 4. This was a mellow day. We took a fast morning ride over the mountain pass to another canyon to explore. The canyon was impassable. Winter rains had thrown huge boulders around, making motorcycle riding a joke although it was a masterpiece to

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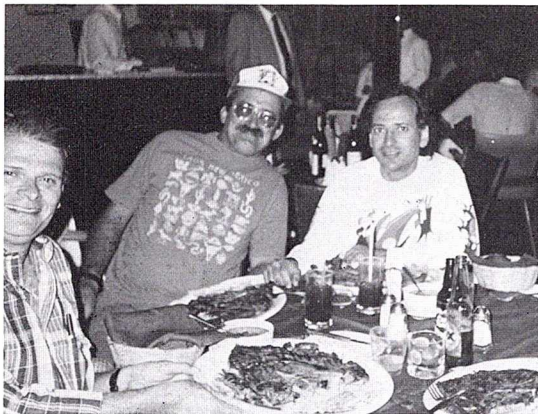
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We ate like kings in Mexico, and drank the water and lived. Still, it's best to use caution.

behold. We went back to the restaurant by the lake for some serious beer drinking.

The final day we spent driving back to the U.S. and on to the airport for the flight home. The trip costs \$125 per day, plus \$300 for bike rental. Is it worth it? It will change your mind about Mexico and, especially, what is important about motorcycle riding. The two things that stand out are the incredible beauty and the amazingly good food. No one got sick, even though we all drank the water (which is mountain stream water). The weather was perfect (80's) and the people friendly and kind.

I'll tell you that I'm going back; it is that good! So yes, beg, borrow (but don't steal) the bucks to get down there. Put aside the other priorities. It's as good, if not better, than anything you can do in motorcycling or travel.

For more information on Mexico Motorcycle Adventures trips to the mainland, call 1-800-421-6784 and ask for "Doc." 



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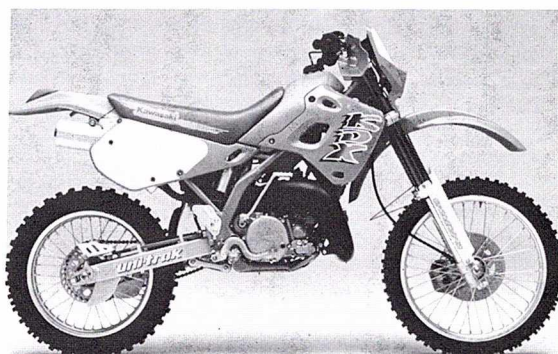
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MINI MILEAGE MASTERS

Two ways to put inexpensive bicycling odometers to good use

By Wally Tunison and Paul Clipper

If you've ever looked through a bicycle catalog or browsed through a bicycle dealer's wares, one thing was sure to catch your eye. All those little bicycle odometers, that cost less than \$50 and weigh less than a wristwatch. Hmmm...with technology like this, why do we have to pay \$100 for a motorcycle odometer that's going to break cables or wreck its wires?

Well, you're paying for ruggedness; and how you run your wires determines how reliable they're going to be. But what about this bicycle stuff? Can it be used on a bike? Sure it can!

What got us started on this was hearing about a friend of ours who broke his sensor on his Ghost computer, and was stuck without a replacement on Saturday afternoon. After racking his brain for a while, his eyes fell on a bicycle with a small electronic odometer. The sensors on all these things just count wheel revolutions, so he yanked it off the bicycle and tried it out on his RMX. Wonder of wonders, it worked!

A couple of things you have to remember, though. The odometers are small, light, and compact, but they will squash horribly if you put a bike upside down on them. They need to be protected. The same goes for the sensors—the best place to mount them is under a disc guard, or some place where they are out of the way of stumps, logs, branches, and the like. Bicycle sensors come with a spoke-mounted magnet that probably won't work on hefty motorcycle spokes, but that's okay. Any magnet will do, including the one from your ICO, Ghost, or Keymaster, and you can mount it anywhere you can on the hub. Remember that the sensor counts wheel revolutions; it doesn't care how far out from the center of the wheel the magnet is mounted.

We tried two models of bicycle odometers, the Advent AC-1000, which retails for under \$35, and the Avocet 30, which sells for \$40—\$45. Each have two buttons on the front, and they display speed, mileage, trip mileage, and time; in either miles or kilometers. The Advent displays average speed as well, where the Avocet doesn't do average, but tells you your maximum speed and also has a time-of-day clock.

Putting either of them on a motorcycle is simple. Like we said, it pays to have a small magnet to screw to the hub, like the one from the ICO, Ghost, or Keymaster, rather than the spoke magnet common with the bicycle odos. The sensor can be mounted behind a fork leg, with the wire going up the brake line. Always protect these things with a disc guard! It's very simple to break

odometer wires. If you have a bicycle as well as a motorcycle, it's pretty simple to get an extra mounting kit, and swap the unit back and forth from one bike to another.

Clipper tried the Advent on both a motorcycle and a bicycle, and noted that the unit was tough and appeared accurate. The average speed feature was kind of fun, but he would have preferred a clock in the Advent. Instead, it has a stopwatch timer; which has also come in handy. "It's a handy little unit," he said, "and highly recommended if you want an odometer on a budget. It's especially useful if you have both a bicycle and a bike."

WALLY'S STORY

When we first opened the box to look at the model 30 Avocet cycling computer we were taken by the small size of this miniature brain. The computer head is removable from the mounting bracket on the handlebar and when you hold it imagine the size to be that of an oreo cookie. It runs on one watch-size battery which is good for about two to three years.

The two buttons on the computer face activate the speed, maximum speed, distance, total distance, stopwatch and clock features. They are easily activated with bare fingers, but gloved hands need a more deliberate push. The liquid crystal letters are fairly easy to read up to moderate speed. Avocet made the computer head removable from the bracket to prevent theft, but we suggest you remove it in a heavy downpour even though it's

highly water resistant.

The unit ran flawlessly during our test and held up to all conditions. In cold months our older model Avocet was slow to change its face numbers, however, it still keeps accurate time. We

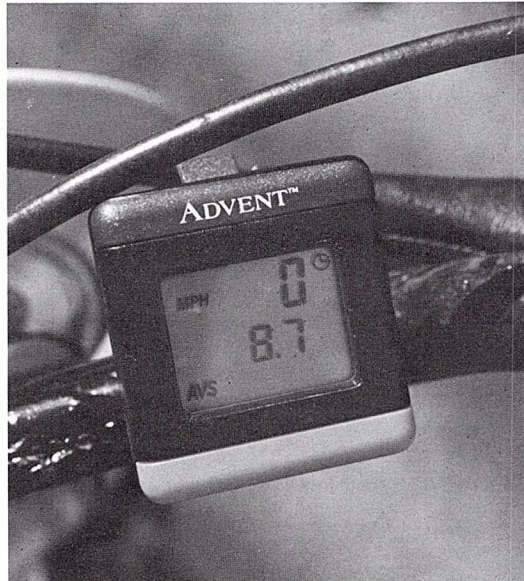
realize this happens on most liquid crystal units. Our only other complaint is that there is no provision for a resettable odometer. If it were resettable, bicycle enduros would be a natural application for this unit. Not to mention that you could hook this up to most any motorcycle and have a highly accurate odometer for less than \$45.00.

If you are into colors hold onto your hat. The basic colors are red, black, yellow and white. Neon colors are available in yellow, green, purple and pink. Of course, we had the hot pink computer and the hot pink handlebars color coordinated.

If you have never had a mileage computer on your bike you might think you're not missing anything. We would feel lost now if we didn't have a computer on board with us on each ride. Especially since we keep it on the clock mode most of the time to see how much day-

light we have left to keep on riding.

The Peddler Bicycle Shops of Long Branch, Eatontown and now Red Bank, New Jersey, have lots of good people to help you with your questions about mountain biking in the tri-state area. Wally, Scott and Tony are always available.



The Advent (above) is the lowest price unit you can easily find. It'll set you back no more than \$35, and will count your mileage, give you a speedo and more.

Avocet's lower-priced model goes for about \$45, and along with the basic mileage functions you get a clock—perfect for keeping track of your riding time.



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—Dave Ekins

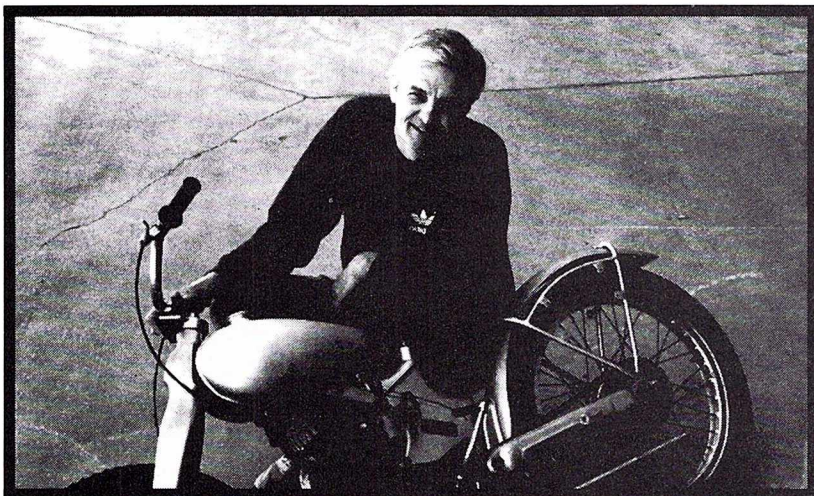


PHOTO: CHARLES MOREY

Name: Dave Ekins

Occupation: President, Sun Line; has-been racer; retired hero

Job description: "I create new products that make off-road motorcycles more competitive and riders more comfortable."

Riding history: "I've always liked 'little' bikes because it was easy for me to win races on them. The factories liked that, too, so I had a lot of good rides and became the first guy in America to win a race on an NSU, Honda, Suzuki and Maico — all of them 250cc or under."

Track record: "I've had a lot of 'firsts' in my career, starting with winning the 125cc class at the 1953 Catalina Grand Prix. I was the first guy to ride a motorcycle from Tijuana to La Paz against the clock, which started the Baja 1000 races. But if you know I won the 1967 Greenhorn 500-mile National enduro first overall on a 100cc Zundapp, carrying the bike on my back up the last hill to the finish

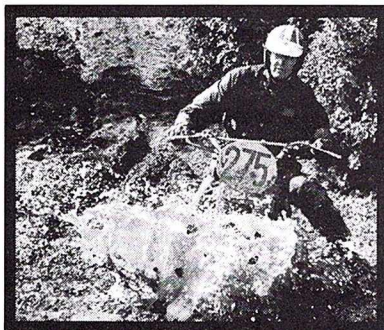


PHOTO: NORMAN SHARPE



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line, then you know how I am. That says more about me than being a member of the first U.S. Silver Vase ISDT team with Steve McQueen in 1964 and winning a gold medal. I'd do anything to win — and get the trickiest equipment. If I couldn't buy it, I'd make it. When my friends wanted the same pieces, that started me off developing foam air filters, short levers, and Gold Belt kidney belts.... Oh, one more thing: Nobody else has ever won the Greenhorn on a 100!"

Bikes currently owned: "I have an XR Honda enduro, which I ride, and a 1953 Ariel Square Four, which I don't, and a 1951 NSU Rennsport Fox from the Catalina race, which I keep for sentimental reasons."

Magazine: "Dumbest thing I ever did was turn down Peter Fonda when he wanted me to double for him in 'Easy Rider.' Smartest thing I ever did was edit the first DIRT RIDER magazine — and keep on reading it. Not because I want to know what's already happened, but because DIRT RIDER tells you what's going to happen."

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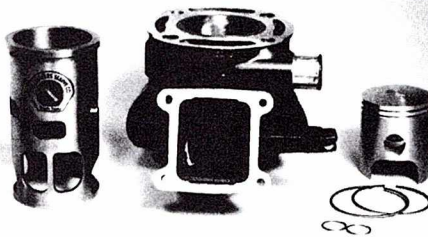
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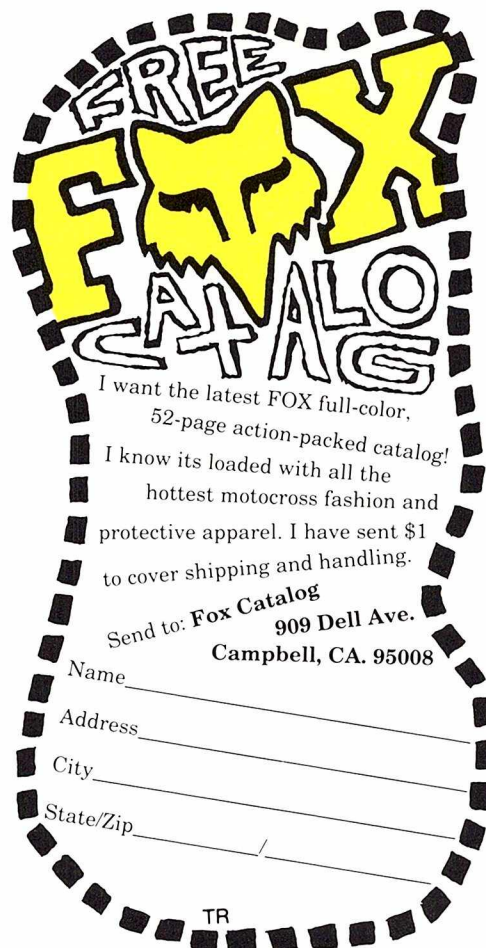
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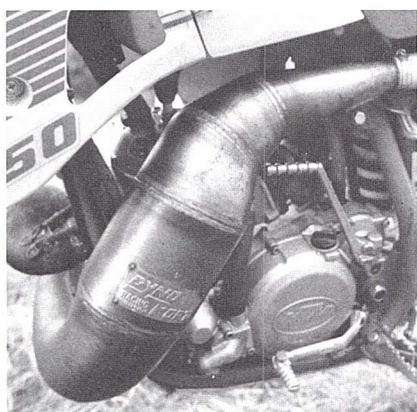
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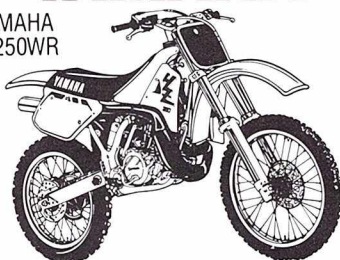
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